

Lake Hood & Anchorage General Aviation Airport Master Plan

Meeting: Public Meeting #1
Date: 4/8/2004
Location: Coast Inn, Anchorage AK.

Purpose: On April 8, 2004 a public meeting was held in Anchorage to present and solicit information about the Lake Hood and ANC General Aviation Airport Master. Diana Rigg, Ted Stevens Anchorage International Airport (Alaska Department of Transportation and Public Safety) (ADOT&PF) Project Manager, Corky Caldwell, Deputy Director of Ted Stevens Anchorage International Airport (ANC), John Parrott, ADOT&PF ANC Operations, Andy Huetzel, LHD Airport Manager, and Bill Chord, ANC Planning; John Lovett, Federal Aviation Administration (FAA); Nicole McCullough, Sara Funk, Teresa Fredrickson, ASCG Incorporated; Robert Varani, ASRC Aerospace; and Mike Hines, HNTB Corporation, and Dave Hanson from ARKTOS attended the meeting along with members of the Technical Advisory Committee and 43 public attendees. Dave Hanson of ARKTOS acted as the facilitator for the meeting. Copies of the agenda, draft schedule, draft issues, draft goals and objectives, the facilities map, and noise tips were provided.

Introductions: Dave Hansen, the meeting facilitator, introduced the ADOT&PF team, the ASCG Incorporated team, recognized the Technical Advisory Committee (TAC) members and asked if there were any government or municipal representatives present (there were not). Dave emphasized that this was just the beginning of the process and that the public can provide comments to ADOT&PF and the TAC members at any time. Diana Rigg introduced the ADOT&PF project staff. Nicole McCullough introduced the ASCG Incorporated team members. Dave explained his role as a neutral facilitator and provided an overview of the master planning effort and schedule. Corky Caldwell thanked the public for attending the meeting.

Meeting Purpose: Dave provided a brief review of the airport master planning process and schedule. The airport master plan should be completed in approximately 18 months. The airport master plan will address the following:

- 1) Inventory of the Existing Facilities
- 2) Demand Forecast – Trend Line Analysis
- 3) Facility Requirements
- 4) Alternatives Analysis – Environmental, Socioeconomic, etc.
- 5) Preferred Alternative
- 6) Financial Plan

Dave reviewed the agenda, the meeting ground rules, and the other handouts. The meeting was separated into three parts. The first portion of the meeting was devoted to a review of issues and draft goals and objectives. The second segment of the meeting included a question and answer period, and the final section was dedicated to public input and participation regarding the issues at Lake Hood. Dave encouraged the public to provide feedback, comments, and input at any time. The public can contact Diana Rigg personally or reach her via telephone, e-mail, fax, or mail. Two public meetings and six TAC meetings are currently scheduled. The TAC meetings are open to the public. Three of the TAC meetings will include workshops. The focus of these workshops

include, “perfect world” scenarios, Lake Spenard commercial aviation operations, and the western boundary of the Lake Hood complex.

Draft Issues: Nicole McCullough presented the information about issues identified to date and discussed details about the airport and the planning process. There has never been a stand alone Lake Hood and ANC general aviation airport master plan. To receive additional FAA Airport Improvement Program funding for Lake Hood, a Lake Hood Airport Layout Plan (ALP) with narrative was completed in 1999. Recent improvements at Lake Hood include channel stabilization, Echo Parking, and new VFR (visual flight rules) procedures. The staffing dedicated to Lake Hood has increased from one half-time position to four full time positions including Andy Hutzal, the airport manager. The waiting list for float slips has been reduced from 18 years to 5.5 years. Nicole reviewed a few of the primary issues identified earlier by the community and the TAC members. Nicole also explained that the TAC group identified additional issues at the April 7, 2004 TAC meeting, which included:

- Snow removal
- Conflict with recreational users on the Airport
- Water quality
- Runway extension
- Wetlands
- Standing Technical Advisory Committee and Subgroups
- Public Viewing
- Airport Buffer Zone
- Vehicular Traffic Patterns

Nicole stressed that these are the currently identified draft issues. Other issues may need to be addressed. Citizen input is welcomed.

Draft Objectives and Goals: Sara Funk provided a brief definition of a goal and an objective. A goal is a broad, generalized vision statement, whereas an objective is a specific action to help reach the goal. For instance, one goal for the Airport may be increased security. This could be accomplished through additional security and pilot watch programs. Dave Hanson reiterated that the draft goals and objectives handout was available and this initial public meeting is intended to provide an brief overview of the project.

Questions and Answers. Diana Rigg provided an explanation of how the TAC members were chosen. Diana stated that Andy Huetzel, the Lake Hood Airport Manager provided a list of names for potential TAC members. Individual organizations, such as the Alaska Airmen’s Association, the Turnagain Community Council, and others nominated individuals to represent them. Currently, the TAC membership is comprised of private developers, pilots, Federal Aviation Administration (FAA), the ANC tower, and the South Air Park. The list of TAC membership organizations was read. At this time, the TAC meetings have not been publicized. Diana is happy to publicize future TAC meetings. The public is welcome to attend and a comment period for the public can be placed on the next TAC agenda. The Airport website is available to the public to comment on the draft airport master plan at www.anchorageairport.com. There are two

links to Lake Hood and ANC; it can be accessed through the planning or general aviation icons.

Mark Wiggins asked if meeting minutes will be made available to the public and the timeframe for receiving the minutes. In order to notify the community councils of upcoming TAC and public meetings, these organizations frequently need 6 weeks prior notice, so that it can be included on their agendas. Dave Hanson responded that meeting minutes will be posted on the website and anyone wishing to be on the direct mailing list should notify Diana. An effort to ensure future meeting notices reach the councils in a timely manner will be made. Mark recommended sending electronic (e-mail) meeting summaries to interested individuals. Dave agreed that this was a good idea.

Mark also inquired if the TAC would make decisions regarding potential airport development. All public input and responses will be appropriately incorporated into the airport master plan. Dave emphasized that TAC members should be reporting back to their representative organizations about the plan's progress. Contact information for Diana Rigg is found at the bottom of the agenda and on the comment response form. ADOT&PF will accept comments and suggestions at any time; however, comments regarding the draft issues and the draft goals and objectives should reach Diana by May 10, 2004.

Andy Huetzel addressed a question regarding the number of commercial aircraft at Lake Hood. Andy estimated that there are 30 to 50 aircraft belonging to Part 135¹ operators and approximately 950 private aircraft. Approximately 1,000 total aircraft (float and wheeled) are based at Lake Hood. Slip and tiedown fees have gradually increased over the years to \$95.00 a month for a slip and \$40.00 monthly for a tiedown.

Fueling facilities was another question Andy answered. Two fueling methods are available at Lake Hood. ACE Fuels has a self-service fueling facility and Signature can truck fuel.

Airport development and tiedowns were discussed. Individuals wondered if Lake Hood were saturated by the number of tiedown spaces and if there was a statute limiting the number of aircraft that can use Lake Hood. Diana responded that there is no statutory limitation or policy that restricts development. However, other factors such as airspace and delay can reduce aircraft operations. Tiedowns have not reached a saturation point. The airport master plan will examine possible increases and potential alternatives.

The Corps of Engineers wetlands permit revocation was addressed. Diana clarified that the Corps of Engineers entered into a joint agreement. Part of this agreement developed a 1:1 relationship (net zero gain) for tiedowns created in wetlands. In other words, no additional tiedown space was being developed. As a result, individual permits will be needed for each project built in or affecting wetlands. This can be a lengthy and time consuming process.

Diana shared that the inventory analysis is being supplemented by interviews with Fixed Base Operators (FBO's) and airport users. Also, ASCG will confirm hangar sizes,

¹ 14 CFR (Code of Federal Regulations) Part 135, Operating requirements: Commuter and on demand operations and rules governing persons on board such aircraft

locations, tiedowns, and update the information from earlier reports. The inventory is used to develop demand forecasts, facility requirements, potential alternatives, and future improvements. Will Walker wanted to know how many propeller aircraft use Lake Hood compared to four or five years ago. This will be part of the master plan analysis and available at a later date.

All previous studies and documents regarding Lake Hood will be thoroughly analyzed and reviewed.

Public Input and Participation - Issues. Attendees at the meeting were given the opportunity to tape-record comments or join an issues discussion table. Several attendees left at this point in the meeting. No one chose to record comments or sit at the discussion table, but several attendees spoke individually with various members of the ADOT&PF and ASCG Incorporated representatives. The following paragraphs compile their comments.

Several people mentioned that shore erosion on the north and east side of Spenard Lake is a real operational concern. Step taxiing (very high speed taxiing) is not allowed, but pilots often plow (taxi at high speed) aircraft the entire length of the Lake, which creates high wakes that cause the shore erosion.

Will Walker expressed the need to educate pilots on approach and departure procedures that could minimize noise impacts to the community. Noise can be especially disturbing to families during the summer months. Will mentioned that he feels propeller aircraft create additional noise.

John Pletcher presented a previous alternative from the 1988 airport master plan depicting 2 north-south parallel (one paved and one gravel) runways located slightly east of Postmark Drive. John felt that this configuration could provide adequate runway facilities, additional aircraft parking, substantially reduce noise impacts to the local community, and fit in well with the existing air traffic control configuration. Tom Bullard of ANC ATCT indicated that this configuration appeared to be viable from an Air Traffic Control point of view. John also commented that there are some businesses located on the airfield that are not aviation related (near the maintenance facility). He thought all non aviation businesses should be relocated off the field.

Paul Seiro was concerned that the TAC membership might be too slanted to commercial aviators and that there was not enough private pilot representation. He was not fully aware of which organizations and individuals were represented on the TAC, however. He also commented that snow removal should not include the ramp that skiplanes use. He thought that some capital improvements that have been made are not necessarily what the airport users want. He thought aprons did not need to be paved, for example. He was also concerned that the draft objective of increasing revenue opportunities at Lake Hood would mean increased fees for general aviation pilots. He commented that recreational, nonaviation users of the airport should pay for use of the airport, just as lease and permit holders do.

Additional comments included

- Subsurface Contamination – Why should lease holders be responsible for contamination they did not create?

- Fuel spills also cause concern and may affect water quality.
- Lake dredging is needed because some floatplanes bottom out in the lake.
- Parks and Recreation (MOA) needed on TAC
- Snow removal maintenance on tie down lots
- Security issues is a concern

Comment Resolution

- Contact Andy Hutzler for slip dredging. He will schedule.
- Airport will discuss fuel concerns with Environmental section.
- Airport will talk to Municipality about participating in the Airport Master Planning process.
- Andy will talk to lease lot holders to determine if there is an interest in assessing an additional fee for snow removal for individuals at the airport. The Airport staff will discuss this idea, and, if there is sufficient interest, will see if it can be accommodated.

Meeting Adjourned at 8:35 p.m.